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RESOLUTION OF ADVISORY NEIGHBORHOOD COMMISSION 4D SUPPORTING PASSAGE OF SAFE STREETS LEGISLATION

Whereas, in 2015, the Mayor of the District of Columbia, Muriel Bowser, committed the District of Columbia to achieving a Vision Zero pledge to eliminate transportation fatalities and serious injuries by the year 2024 through the implementation of strategies related to data, education, engineering, and enforcement;¹

Whereas, despite the Mayor's commitment to Vision Zero, traffic fatalities are not decreasing, and have actually increased in five of the six years since the Vision Zero Pledge was adopted;²

Whereas, 40 people were killed by traffic violence in 2021, making 2021 the deadliest year on the District's roads since 2007. Half of those killed by traffic violence in 2021 were not in a vehicle, with 17 pedestrians being hit and killed and 3 on bikes;

Whereas, among the 40 lives lost in 2021, were 4-year-old Zy'aire Joshua, a Truesdell Elementary School student who was killed by a driver near the intersection of Kennedy Street NW and Georgia Avenue NW within ANC 4D on April 1, 2021;³

Whereas, traffic violence near schools is of great concern. In 2021 and 2022 to-date, there were several instances where drivers hit and injured young students on their way to and from school. This includes an incident in which a driver hit their car into a child at Truesdell Elementary School on February 14, 2022 as he was walking across the 800 Block of Ingraham Street NW at the beginning of the school day.⁴

¹https://ddot.dc.gov/sites/default/files/dc/sites/ddot/page_content/attachments/VZActionPlan_forWebsite_FINAL-UPDATED_Part1.pdf.

² Since 2015, there have been at least 224 traffic fatalities and 2,100 major injuries on District roadways. See here: <https://dcgis.maps.arcgis.com/apps/dashboards/a2f1cca5159e4c6eae197895d2e08336>.

³ https://www.washingtonpost.com/local/public-safety/child-struck-and-killed-by-a-vehicle-in-northwest-washington/2021/04/01/679f1078-9345-11eb-a74e-1f4cf89fd948_story.html.

⁴ <https://wjla.com/news/local/anc-commissioner-calls-for-safety-improvements-after-another-child-was-struck-by-a-car>.

Whereas, in response to the trend of increasing traffic-related deaths and serious injuries, Ward 4 Councilmember Janeese Lewis George and Ward 1 Councilmember Brianne Nadeau each introduced legislation on December 16, 2021 that would significantly improve traffic safety across the District, especially for students and pedestrians;

Whereas, the **Safe Routes to School Expansion Regulation Amendment Act of 2021** (Bill 24-565), introduced by Councilmember Lewis George and twelve cosponsors, would enhance traffic safety around public schools (including all DCPS and public charter schools). The Act would require a traffic signal or all-way stop at every local intersection within a quarter mile of a school. It also mandates the installation of raised crosswalks, curb extensions, crosswalks with pylons, flashing pedestrian signals, and speed humps in the vicinity of schools. Among other things, the Act would expand school zones, reduce the speed limit in school zones to seven days per week, and require automated traffic enforcement within each school zone.

Whereas, the **Walk Without Worry Amendment Act of 2021** (Bill 24-566), introduced by Councilmember Nadeau and eleven cosponsors, would standardize the use of continuous sidewalks, raised crosswalks, and raised intersections and require the District Department of Transportation (DDOT) to incorporate them in all new paving or roadway resurfacing projects. The bill would target intersections with substantial pedestrian activity, as well as intersections adjacent to school facilities, Metrorail station entrances, key civic locations, midblock crosswalks, and crosswalks not controlled by a traffic signal, stop sign, or pedestrian beacon;

Whereas, Ward 3 Councilmember Mary Cheh, Chairperson of the DC Council’s Committee on Transportation and the Environment, and Councilmember Nadeau each introduced two additional safe streets-related bills on February 18, 2022;

Whereas, the **Safer Intersections Amendment Act of 2022** (Bill 24-673), introduced by Councilmember Cheh and four cosponsors, would ban right turns on red and legalize and prescribe elements of a practice commonly called the “Idaho Stop” for riders of bikes, e-bikes, scooters and other personal mobility devices. The Idaho Stop allows riders to treat stop signs as yield signs. Allowing cyclists and other riders to maintain momentum and move more quickly through an intersection, while getting out ahead of traffic, reduces their exposure to traffic, making their ride more predictable and safer.

Whereas, the **Upgrading Tactical Safety Projects Amendment Act of 2022** (Bill 24-674), introduced by Councilmember Cheh and four cosponsors, would direct DDOT to establish and implement an annual plan to convert tactical safety projects to permanent and durable installations. This plan would give DDOT the flexibility to prioritize the most urgent locations for such upgrades, such as locations with urgent safety needs or pressing maintenance issues. However, the legislation would mandate a certain percentage of these upgrades occur each year. The bill would also require that DDOT post each year’s annual plan for public comment and distribute notice to all Advisory Neighborhood Commissions prior to finalization.

Whereas, the **Prioritizing People in Planning Amendment Act of 2022** (Bill 24-675), introduced by Councilmember Nadeau and three cosponsors, would eliminate the use of the driver-centric “level-of-service” metric in transportation planning in the District. In lieu of level of service, this legislation directs DDOT to develop a series of alternative measures that are more context-appropriate: measuring the

total number of people a street can move, or the potential of a project to increase vehicle miles traveled and contribute to overall congestion and carbon emissions.

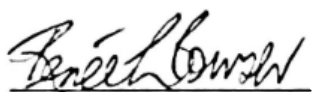
Whereas, the **Speed Management on Arterials (“SMART”) Signage Amendment Act of 2022** (Bill 24-676), introduced by Councilmember Nadeau and four cosponsors, would set the standard speed limit on major and minor arterial roads at 25 miles per hour (which includes Georgia Avenue NW) and requires DDOT to implement three changes to posted signage, including: speed limit signs on arterials must be posted at a frequency no fewer than 4 per mile; new, clearer signage must be developed notifying corridors and locations where automated traffic enforcement (ATE) cameras are in effect and; major entryways to DC from neighboring states must have new signage alerting drivers to traffic safety laws.

THEREFORE, BE IT RESOLVED, that Advisory Neighborhood Commission 4D:

1. Urges the Council of the District of Columbia, in calendar year 2022, to consider and pass the Safe Routes to School Expansion Regulation Amendment Act of 2021 (Bill 24-565), the Walk Without Worry Amendment Act of 2021 (Bill 24-566), the Safer Intersections Amendment Act of 2022 (Bill 24-673), the Upgrading Tactical Safety Projects Amendment Act of 2022 (Bill 24-674), the Prioritizing People in Planning Amendment Act of 2022 (Bill 24-675), and the SMART Signage Amendment Act of 2022 (Bill 24-676).
2. Calls on the DC Council’s Committee on Transportation and the Environment to consider strengthening the proposed Safe Routes to School Expansion Regulation Amendment Act of 2021 by requiring annual state of good repair audits, expanding the covered entities to include private schools, shortening the timeframe for signage installation, surveying school communities for desired traffic safety improvements, and requiring planning for the Act’s expansion to other public facilities providing services to children, including, but not limited to, recreation centers, child development centers (i.e. daycares), public libraries, playgrounds, public parks and splash parks.
3. Calls on the DC Council’s Committee on Transportation and the Environment to consider strengthening the proposed Walk Without Worry Amendment Act of 2021 by allowing for additional traffic calming infrastructure, ensuring equity in implementation, and providing mechanisms to accelerate the installation of traffic calming and sidewalk improvement measures.
4. Urges Mayor of the District of Columbia Muriel Bowser to sign these six bills into law and urges DDOT to implement the enacted legislation as expeditiously as possible.

BE IT FURTHER RESOLVED that 4D04 Commissioner Zachary Israel and 4D01 Commissioner Erik Lindsjo are hereby authorized to represent the Commission in all matters relating to this resolution.

The Resolution of Advisory Neighborhood Commission 4D In Support of Several Safe Streets Legislation Pending Before the Council of the District of Columbia was considered on March 16, 2022 before Advisory Neighborhood Commission 4D at a duly noticed meeting of the Commission in the presence of a quorum. The vote of the Commission was 2 in favor, 1 against, and 2 abstaining. The resolution is adopted.

Signed by  (Renee L. Bowser), Chair of ANC 4D on March 16, 2022.